

INTELLO

CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

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SUBJECT Railroads and Ports

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1. The Bytom-Zabrze and Gliwice-Rokitnica railroad lines have been standard gauge since the beginning of January 1946. In the mining region of Upper Silesia only, some sections of Soviet-gauge tracks exist at the various mine levels. These sections, which have no junction with the normal lines, are not used at present and have been abandoned. In the south of Poland, no work in changing the tracks has been noted. The Przemysl-Krakow-Katowice line, in particular, has been restored to standard gauge since 1946.
2. After three trial months on the railroad line in Polish East Prussia, the former "Linka Hoffman" factories at Breslau, starting on 1 October 1949, undertook the construction of two types of railroad cars which have the following characteristics:
  - a. Troop Transport Railroad Car. Lightly armored, intended for transporting of troops. It can seat 130 persons. In the front of it is a small compartment for three officers; in the rear, a reserved section for twelve stretchers. This car, which is designed to carry one company, has mounted at its center an armored cupola which shelters a 20 mm gun. The entrance is located in the central part of the car.
  - b. Freight Car. Lightly armored with a cupola pivoting around a vertical axis. Three doors, one door at one end and the other two doors on both sides at the center of the car. Each car is intended to carry arms and munitions for two companies. The wheel gauge is built for the Soviet system, but for the last six months plans have been under way to obtain a variable gauge. The production of these cars, which is under the control of high Soviet officers, seems to go to MVD units.

The rate of production is two freight cars and one transport car every two days.

3. The Central Union of the Metallurgical Industry has informed various firms in the industry that the orders from the Union for rolling stock and other railway equipment to be exported to the USSR must be given priority even if other orders are delayed. It was recommended that all steps be taken to fill these orders within the allotted time.

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4. Competition among the Polish ports has been re-established. Poland is trying to moderate this state of affairs by assigning to these ports their respective fields of activity. Stettin, however, because of its geographic location, is in an advantageous position, and gradually, through expansion, it is realizing a growth in traffic far greater than that recorded at Danzig and Gdynia.
5. During the first five months of 1949, the ports of Danzig and Gdynia unloaded 2,103 boats having a net registered tonnage of 2.3 millions, a total of 4.9 million tons having been brought into the port. During the period from January to May 1949, the number of ships entering these ports was 2,574 with a net registered tonnage of 2.4 millions. This represents 5.4 million tons of goods. The increase in traffic between these two periods is only 11 percent, while Stettin recorded for these same periods an increase of 110 percent. In other words, 116 vessels arrived in Stettin during the first five months of 1948 and 1,717 from January to May 1949, with respective tonnages of 850,000 and 1,800,000. Stettin hopes to attain a traffic of five million tons by the end of the year. One can well see the dangerous competition between Stettin and Danzig-Gdynia which will thus ensue.
6. A significant decrease in traffic in the small ports, such as at Kolberg, Rugenwalde and Stolpmunde, has been noted. From January to May 1949, they transhipped only 205,000 tons of goods as compared to 280,000 tons for the same period in 1948.
7. At Swinemunde, the largest fishing port, expansion work is being pushed to extremes. For several days, deepening of the principal basin has been begun, and dredgers are working day and night.

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